

Dear Beaulieu Permit holder,

This newsletter is being sent to all current 2016 permit holders. If you don't want to receive these newsletters please send me an email and your name will be removed from the distribution list.

At last ! After the wettest winter on record, and one of the windiest, we now seem to have some better conditions and quite a few flyers have been taking advantage of it. Even in the depth of winter there was usually one day a week when flying was possible, but now we have 2 or 3 good days a week. The light is better, and the worst of the floods have subsided, but beware that the ground is still saturated and very soft off the main runway.

I've got quite a few points to cover this time, so please read the rest of this newsletter as there are some important reminders, and some notices which affect everyone. My basic message to all is ***take turns, take care, and do your checks.*** Apologies in advance for the length.

Many of us will be planning on getting out soon as Easter is near (the traditional date for flyers to come out of hibernation). Firstly, a warm welcome to those of you who are ***new permit holders,*** and who may be unfamiliar with Beaulieu where conditions could be a little different to your local field. And I hope you won't mind me ***reminding everyone*** of a few points which may have become forgotten over the long break. . Please read the Regulations and By-Laws which you have been sent, and try to abide by them ! They are only there to help. The most important are:

- ***use the pits area to assemble and test models,*** carefully for i.c. and electric alike. Please don't use the carpark as pits - it's a car park, and that where the general public come and go;
- ***taxi or carry out models to the flight line,*** stand in the pilot box, and fly beyond the flight line. People should only be on the runway to position, or recover, models, not to pilot;
- ***Never fly behind you, Never fly over the pits or carpark,*** and always fly within our designated flying area. In most wind conditions this is easy, but if the wind is ***easterly*** take especial care (We've talked about this before, and I'll talk more about it another time),
- ***Don't taxi back to the pits after landing*** (a run-away, or braking failure, could be dangerous) - carry, push, tow, whatever.
- ***If you are a 35Mhz radio user*** there is a new 35MHz pegboard attached to the forestry sign on the right, near the vertical Forestry post. Use the "peg-on" protocol with your own peg which should have your name and frequency on it. Many thanks to Ian and Norman for getting this facility set up and tested.
- ***Heli and multirotor pilots must give way*** to fixed wing planes which are taking-off and landing. We are trying to be sympathetic to the needs of all flyers but it really depends on everyone being aware of others and being ready to cooperate constructively.

I don't want to teach proverbial grandmothers to suck eggs, and I know the old timers who have been flying since the time of the Wright brothers don't need me to say anything, but it might be helpful to newcomers to say there is an "etiquette" to model flying:

- ***if it's busy on the flight line*** with lots of flyers, then wait a bit ! Few models fly longer than 10-15 minutes so it will be clear shortly. Get ready to go and when you see others coming in start your engines, get your Lipos out, whatever, and be ready to take your turn.
- ***if it's a busy day in the pits*** then there will be people waiting to fly so don't hog the flight line ! Have your flight, enjoy it, then land and let someone else have a go. Electric flyers please don't take a stack of batteries to the flight line and swap them in quick succession. Keep your batteries in the pits and swap them there.
- ***be polite to the public.*** At times in the past we have had dog-walkers crossing the runway, cyclists riding in the pits, horses and riders on the grass fairway, and so on. We do our best

to convince them to find somewhere else, and with the new signage and barriers we are doing much better these days, but it will happen. Actually, they have a right to be on the heath, but they don't have a right to prevent us pursuing our lawful, and licenced, activity. If a committee member is present we will handle it, but if you are on your own, then please be polite, be patient, be firm and wait for them to go. Report it to me, too !

I seem to be going on a bit here, but there are just a few other points which the occasional flyers among you may have forgotten, or in the rush to get out for the first time might be overlooked:

- **check your receiver batteries are good.** It would be a shame to lose a model just because a 4.8volt NiMh battery has gone bad over the winter, or a 3S Lipo has given up the ghost,
- **do a range check.** It's easy to test radio range on most modern transmitters, and it would be sad to see that new model go out of range wouldn't it ?
- **set the fail-safe.** For most modern sets this happens automatically in the bind process, but if not then you'll have to read the manual and work it out. It is a legal requirement, now, that if your system has a fail-safe it must be used, and it costs nothing to do it.
- **set your timer to give you a flight time warning,** start it when you take off, and land when it bleeps. You can always have another flight, but only if the last landing was good !

Two points of general interest:

- **4th March 2pm-4pm** is our contribution to "Clean for the Queen" day. It's all described on the website, if you would like to help please let me know.
- **Dogs should be on short leads** from 1st March until 31st July by law under the Countryside Act (2000) see <http://www.forestry.gov.uk/pdf/new-forest-dog-walking.pdf> if you want to read all about it. Whether the dogs can read it is another matter entirely, but the owners should.

Finally, our website has new pages of information and news which I hope you will look at. We also now have a private Members-Only area where we can share things between us with your own login/password. More information on that next time, but if you want to help test it let me know.

<http://www.beaulieumodelflying.org.uk/>

Best wishes, and good flying! Richard.

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